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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 20 June 1949

SUBJECT Military Technical Institute at Podmokly (VTU):  
Experiments with Weapons and Turbine Motors

NO. OF PAGES 1

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PLACE  
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(LISTED BELOW)

DATE OF INFO [REDACTED]

SUPPLEMENT TO  
REPORT NO.

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1. "Prokop" Weapons (P-1)

This is actually a small cannon without a recoil mechanism. It weighs 14 kg., and its length is 1350-1400 mm. Like the bazooka, it has an electric fuse connected to a normal battery. Some parts of this weapon will have to be remade because they were manufactured from unsuitable material. For example, when the breech is locked, the inlay of the joint in the locking mechanism cracks, being made of pertinax glued together. Great care must be taken to turn out the exhaust blocks correctly and with the greatest possible precision, since in case of faulty manufacture there is danger that the weapon will become a rocket with tremendous backfiring power. Up to late March 1949 ten of these weapons had been put into production, and production of another ten was to be started after the completion of the first series. Four had been completed by the above date and had been distributed to various military garrisons. It is said that at a distance of 1,000 meters, the effect of this weapon equals that of an 80-mm. gun. At a distance of 300 meters the projectile penetrates through a layer of 25 armor-plates set one behind the other and joined with clay, so that it actually pierces a wall of 3,000-3,500 mm. thickness (sic).

2. Turbine Motors

There are five of these motors, of the type BMW-003, in the VTU. They were left behind by the Germans in an almost finished state and were later completed and tested. About 12 tests were carried out, at which Ing. Novotny and Ing. Benata, both of the aircraft plant at Jinonice, were present. During one test they tried to inject finely vaporized soap solution into the initial turbine chamber. On the whole, the tests were unsuccessful. After assembly, two BMW turbines, numbered B and C, were dispatched to Prague-Jinonice, where they were to be returned to have their combustion chambers reset, since they had been fixed at an excessive distance from each other with the result that the motors were impairing the center of gravity of the "Drak" in which they had been installed. This modification was to be completed by 5 April 1949, when the motors were to be mounted in the airplane.

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